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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

REPORT

SUBJECT Brandis Airfield

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REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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information on aircraft, installations and activities at Brandis airfield from 29 March to 23 April 1954, is 50X1-HUM

Enclosure: 1 report (4 pages, with 2 sketches)

To: Air

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STATE	ARMY	NAVY	AIR	FBI	AEC	OCB	x
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GERMANY (Russian Zone)

AIR/MILITARY

BRANDIS Airfield Sitrep: 29 Mar - 23 Apr 54

1. Summary

- (a) BRANDIS Airfield: 29 Mar - 23 Apr 54.
- (b) Aircraft: Approx 30 - 35 IL-10s
19 IL-10s actually seen on
16 Apr 54.
- (c) New type Radar observed at NE corner of airfield.

2. Layout See Appendix "A".

3. Aircraft

- (a) The number of aircraft stationed on the airfield was estimated to be 30 - 35 IL-10s.
- (b) Maximum number of aircraft seen was on 16 Apr 54, when 19 IL-10s were observed.
- (c) Hangar doors were closed on all days of observation.

4. Flying Activity

29 Mar 54: Between 1200 and 1600 hrs 7 IL-10s made local flights lasting 20 - 30 minutes in the BRANDIS-LEIPZIG area.

30 Mar 54: From 1500 hrs, 2 - 3 IL-10s flew over the BRANDIS area. At 1638 hrs, 6 IL-10s took off and formed up when airborne then flew off in formation on a course of 250° - 270° out of sight.

At 1645 hrs, 6 IL-10s took off and flew off in formation on a heading of 270°, out of sight. The aircraft were not seen to return.

5 Apr 54: Between 1500 and 1730 hrs, 6 IL-10s were flying. Two flew circuits with landing gear down and 4 made local flights over the BRANDIS area lasting 10 - 15 minutes.

9 Apr 54: From 1200 hrs approx 10 IL-10s flew in pairs out of sight from the airfield.

13 Apr 54: Approx 11 IL-10s were flying from 1000 - 1600 hrs.

At approx 1010 hrs one IL-10 took off and at about 2700 m altitude released a drogue over the airfield. The rope was approx 80 m long and the drogue 5 50X1-HUM 5.5 m long with a diameter of approx 1.2 m at the front and 0.7 m at the rear. It was yellow

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The aircraft towing the drogue flew off in a NE direction from the airfield. Approx 1 minute after the towing aircraft took off, 3 IL-10s took off, formed formations in the air, and flew after the towing aircraft. No attacks on the drogue were seen over the BRANDIS area.

After approx 20 minutes the IL-10s flew in in formation from approx 360 - 40° at an altitude of 600 - 800 m and landed. After approx 10 minutes a second aircraft towing a drogue took off followed by a formation of 3 IL-10s.

drogue
Practice with one/towing aircraft and 3 IL-10s in formation continued until about 1600 hrs.

16 Apr 54: Preparation for take-off:

2 IL-10s were parked at the take-off point (see point 17 at Appendix "A"), with 1 flying control caravan (see point 18 at Appendix "A"), 2 bowzers, 2 lorries and 1 car (see point 19 at Appendix "A").

15 IL-10s were parked in front of hangars 2 and 3 (see point 16 at Appendix "A"). There was 1 IL-10 in the NW corner of the airfield (see point 20 at Appendix "A") and one at the firing range (see point 21 at Appendix "A").

Flying:

At 1324 hrs, one of the aircraft parked at the take-off point, took off and flew away from the airfield. The second one took off at 1330 hrs and flew away.

At 1350 hrs, one IL-10 with the number 04 flew in to the airfield but could not land for approx 5 minutes on account of a snow shower. A second aircraft landed at 1400 hrs.

At 1600 hrs all preparations for take-off were cancelled and the aircraft were parked in the hangars.

At 1620 hrs, a MIG-15 flew in from 270° at approx 80 m over the airfield with landing gear down and then landed. At the same time, 2 more MIG-15s circled the airfield at approx 800 m until the first MIG-15 had landed, then flew away.

At 1650 hrs when the next observation was made, there was no sign of the MIG-15 which had not meanwhile taken off. There was one IL-10 jacked up at the firing range (see point 21 at Appendix "A") and only its white tail unit could be seen. Single bursts were being fired; according to the sound, from heavy MGs.

22 Apr 54:

Between 1100 and 1200 hrs, 6 IL-10s flew off singly on a course of 40 - 50° out of sight. At about 1115 hrs one IL-10 flew in from approx 50° and landed. At 1130 hrs, another IL-10 landed from the same direction. The other IL-10s were not seen to return.

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5.

W/T, D/F and Radar

- (a) There was no change in the D/F station East of the airfield (see point 15 at Appendix "A").
- (b) There was no change in the static W/T station on the NE edge of the airfield (see point 11 at Appendix "A").
- (c) There was no change in the 2 wooden masts (point 13) with simple aerial wire and a branch line to the earth bunkers.
- (d) There is a new Radar array approx 100 m SE of the AA site bunker (point 14). The array is surrounded by an earth wall so that only the upper half of it can be seen. The station is 2.5 - 3 m high with a diameter of 2.5 - 3 m. It has no mast and stands on the ground. (See sketch at Appendix "B").

6.

Miscellaneous

- (a) The road from POLENZ-LEUTLITZ has a barrier at point 23 at Appendix "A". While flying is in progress this road is closed to all traffic.
- (b) The ammunition huts on the SE edge of the airfield (point 22) are floodlit at night.

7.

Personnel

Approx 800 All Ranks of the SAF.
" 150 All Ranks wore black/red sbds.

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9.

AA Defences

- (a) During the period under review there were always 5 - 9 x 3.7 cm AA guns standing between hangar 3 and the huts at point 7 surrounded by an earth wall (see point 9 at Appendix "A"). They were covered with tarpaulins. It could not be seen whether there were guns at the AA site at point 8 at Appendix "A".

At point 10 there were 2 wooden masts approx 40 m apart which were linked by two wires on which was suspended a movable object thought to be a moving target for the AA guns.

- (b) On the Eastern edge of the airfield (point 24) there were mounds of earth which appeared to be preparations for a further AA site.

10.

ALTENHAIN Ammunition Dump

- (a) During observations on 19 Apr 54, no changes could be seen.

The telephone line running from the ammunition dump to the AA site on KOLMBERG near TREBSEN consists of 2 uncovered wires

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(b) KOLMBERG AA site, near TREBSEN.

There was no change in the AA site. Only one 8.5 cm AA gun under cover could be seen.



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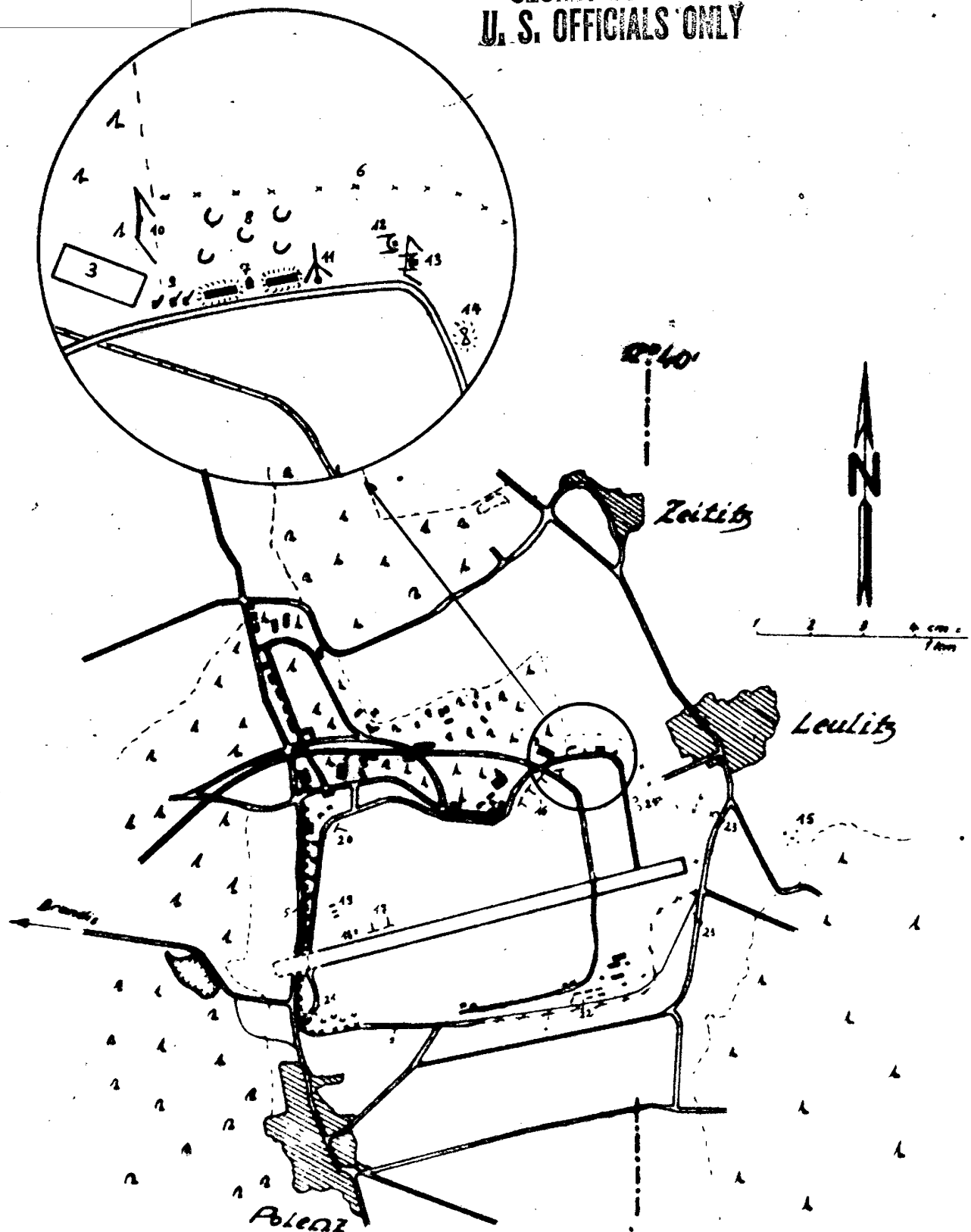
Key to Appendix "A"

1. Major repair hangar
2. Hangar
3. "
4. Flying Control building
5. Wooden fence
6. Wire fence
7. 2 huts and 1 shed surrounded by an earth wall
8. AA site
9. Parked 3.7 cm AA guns
10. 2 masts with movable object
11. Static W/T station
12. Earth bunker
13. Earth bunker with 2 wooden masts and aerial with branch to the bunker.
14. New Radar array
15. D/F station
16. 15 IL-10s
17. 2 IL-10s
18. Flying control car and
19. 2 bowzers, 2 lorries and 1 car
20. 1 IL-10
21. 1 IL-10
22. Ammunition huts
23. 2 road barriers.

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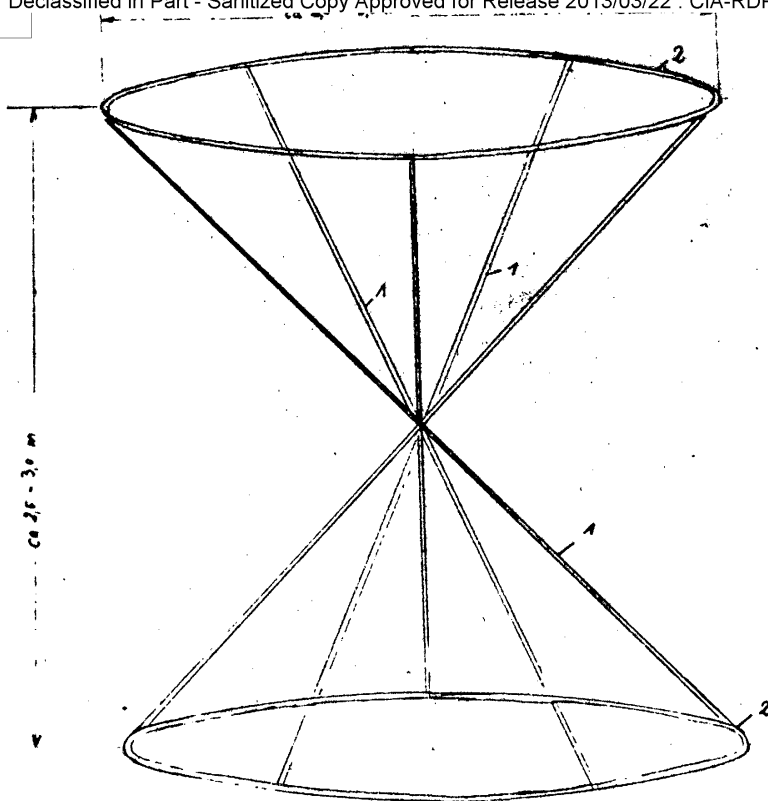


Brandis, 4641

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B.

SECRET CONTROL
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1 ca 15 m Stäbe

2 ca 20 % Stäbe

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Radargerät Typ 16